

Project Summary/Abstract

Project Title: Phase 2-Rampart Airport Road Improvement Project

Applicant Name: Rampart Village



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Summary;

Rampart is a distressed tribal community in need of many infrastructure upgrades. The road to Rampart is a top priority outlined in the 5 year community plan. Rampart Village is requesting \$200,000.00 to fund the completion of the Rampart Airport Road Improvement project; Phase 1 of the Rampart Airport Road Improvement Project was completed in September of 2016. The project was intended to repair 1.73 miles of the airport road beginning at #2 Wiehl Way and ending on a section located adjacent to the local runway. This section is in need of roadway surface repair and safety improvements to ensure the local residents have access to the airport, landfill and to the historical trail. Only .73 miles was completed due to complications with equipment and lack of funding. The design is in place for the completion of this project. The road is in dire need of repair due to runoff, culverts that aren't functioning properly, and general wear and tear.

This road serves the community of Rampart with access to the local land fill, surrounding timber for fire wood and building, Minook creek, mines and the historical trail that connects to the Alaska Highway System. In the winter the historical trail is used to transport goods, supplies and people to and from Fairbanks, Alaska, the nearest hub for Rampart residents. Rampart Village Council owns the necessary equipment for the completion of this project and intends to use the rental of this equipment as an in-kind contribution. This project would begin in early July and be completed in late August, approximately 6 weeks. The project's objectives are:

- Having reliable winter access to goods, supplies, and services by project close out.
- To reduce the cost of living by providing means of transport other than air carrier.
- To reduce vehicle maintenance needs by improving road conditions in Rampart.
- Improve access to the local landfill so garbage can be properly disposed of.

Seasoned travelers use the historical trail year round, when it is frozen snow machines and trucks are used, and during the summer season ATV's and trucks. The Airport Road is the only way to access the landfill and historical trail, it is in need of major repairs. Airport Road is soft and forms sink holes that cause vehicles to get stuck. Phase II of the Airport Road Improvement Project would provide needed roadway surface repair and safety improvements to allow easier access to goods, supplies, services and garbage disposal.

1. Consistency with Program Intent

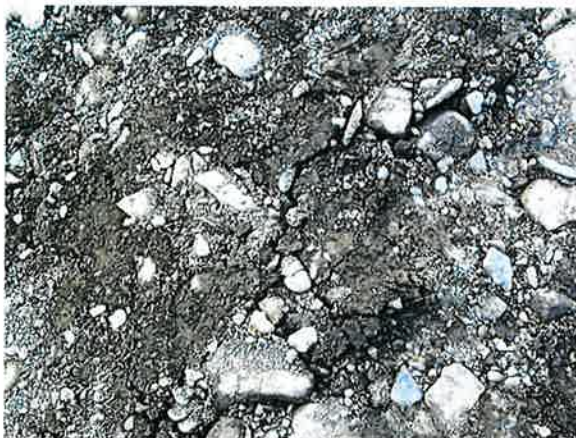
Phase II of the Rampart Airport Road Improvement Project will make roadway surface repair and safety improvements to one mile of the road adjacent to the local runway. This section of road is in need of repair due to runoff, culverts not functioning properly, melting permafrost, and general wear and tear. The roadway surface is soft and sinks when vehicles drive over it; this makes it difficult to access the Airport, landfill, 2 mile gravel pit, Minook Creek, surrounding gold mines, and the historical trail that connects to the Alaska highway system.



The first step in the roadway surface repair would be to dig up the mud on the road where there are soft spots, lay down tymp, fill with good gravel, and compact. After this is done in all of the soft spots, a layer of gravel will be put on top of the road and a roller will compact it. This would improve the condition of the community street and create easier access to the local runway and landfill. By completing Phase II of the Rampart Airport Road Improvement Project the following goals and objectives will be reached;

- Eliminate soft sink holes on the Airport Road.
- Improve access to the local runway.
- Improve access to the local landfill for easier garbage disposal.
- Reduce vehicle maintenance needs by improving road conditions in Rampart.
- Have reliable winter access to goods, supplies, and services.
- Reduce the cost of living by providing means of transportation other than air carrier.

The residents of Rampart will have a solid, safe road to travel on to the airfield and landfill, once Phase II of the Rampart Airport Road Improvement project is complete. All the residents and visitors to Rampart will benefit from the completion of this project. This project would also benefit future road projects connecting Rampart to the Alaska Highway system. This is a goal outlined in Ramparts 5 year community plan and the staff at Rampart Village Council will continue to work hard to reach the goals set for this distressed tribal community.



Phase II of the Rampart Airport Road Improvement Project will make roadway surface repair and safety improvements by eliminating the risk of sinking and hitting major dips when in route to the local Airport and landfill. The vision for Ramparts community street safety plan is *"Safe travels, no sorrow, help prevent accidents, injury, and fatalities, practice safety first."* Airport road is used daily by the residents in Rampart and it would be beneficial to all motorists to complete Phase II of the Rampart Airport Road Improvement Project.

Local Project Lead

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Organization and Capacity:

Project Director: Floyd Green, Tribal Administrator

Qualifications/Experience: Chief Green's recent and relevant experience draws from supervising Rampart Village Council employees, the Tribal Transportation Program, and Indian Environmental General Assistance Program. RVC's annual budget is \$425,000. Current projects include the Power Pole Project Replacement Project, Tribal Transportation Safety Program, Energy Development, and Environmental IGAP Program projects. Past construction projects include roads and housing construction projects that all have met the budget and timeline goals. Chief Green has also prior experience and training in completing project environmental reviews. Prior to becoming the 1st Chief and Tribal Administrator, Chief Green worked for Doyon Facilities with administration and maintenance projects. Chief Green is certified and trained in Personnel Management for Rural Utilities (through the Rural Utility Business Advisory Program), North Star Computing courses, and TCC's Village Planning and Development Program and Grant Writing and Planning Program.

Project Role: Chief Green will be responsible for the day-to-day program management of the Denali Commission investment which requires coordination with the Tribal Council, staff members, and the newly hired Project Manager (road engineer), and mechanic. Chief Green will work closely with the Project Manager to ensure the project is performed on-time and on-budget and Yukon Accounting and Mary Jane Wiehl for financial management and reporting.

The mission of the Rampart Village Council is *"to revive the community of Rampart and improve the quality of life for the residents through economic development and the preservation of our culture, heritage and abundant natural resources."* The Rampart Village Council has a dedicated staff that works diligently to achieve their mission daily. Rampart's story is one of resilience and revitalization, in the past 4 years the population went from 9 aged residents to 55 residents and we continue to grow.

Implementation Plan**Task 1****Project Supervision**

Lead: Floyd L. Green, Tribal Administrator

Activities: 1) Supervise newly hired project engineer; 2) Submit annual financial status reports detailing program progress; 3) Report to Village Council at regular monthly meeting.

Sub task 1.1: Project Management (Week 1-7)**Project Management and Reporting**

Lead: Newly hired road project manager (engineer)

Activities: 1) Set up records directory for file management. 2) Financial administration of equipment, materials, vendor purchases and employees 3) Submit quarterly progress reports and updates on milestones; 4) Submit final performance reports.

Task 2: Project Implementation (Week 1)

Objective: Hire qualified engineer as onsite road project manager.

Lead: Floyd Green, Tribal Administrator

Activities: 1) Obtain 2 quotes from road project engineers; 2) Advertise and hire laborers and flaggers to work on the road; 3) Have operator stockpile gravel. 4) Order fuel and maintenance all equipment needed for the Road project;

Subtask 2.1: Identify Problem Areas (Week 1-6)

Objective: Identify sections of the road that are sinking and determine how best to fix them.

Lead: Newly hired onsite road engineer.

problem areas and install new culverts where needed; 4) Lay tympar down then cover with good gravel; 5) Compact the road. 6) Make sure all the culverts are functioning properly.



Task 3: Hire Onsite Mechanic (Week 1)

Lead: Floyd Green, Tribal Administrator

Activities: 1) Obtain 3 quotes from professional mechanics; 2) Select a qualified mechanic that will be willing to remain here for the duration of the project; 3) Ensure the mechanic has everything he needs available such as parts, tires, tools, ect.



Rampart is in the process of revitalizing and many residents are choosing to move home. The Rampart Village Council encourages anyone who is willing to move to our community to do so. Rampart has some of the most beautiful scenery in the world and has the potential to be a tourist Hot spot. There are many possibilities for economic development and making this community safe and accessible is a priority of the Rampart Village Council.

Phase II; Rampart Airport Road Improvement Project currently has a design and plan in place, Phase I of this project was completed in September of 2016. All necessary permits, MOA'S, and environmental reviews are on file; this is a shovel ready project that this community needs to see completed to ensure the safety of the local residents. This project should take no longer than 6 weeks to complete. Currently this section of road is a safety issue and needs to be addressed as soon as possible. Motorists continually get stuck in the sink holes in route to the airfield and the local landfill, these two locations need to be accessed daily for picking up mail, passengers, freight, travel to and from Rampart, and to dispose of garbage. This one project will help our distressed tribal community with major safety issues on our community streets.

Any improvements to the local community streets would benefit all the residents and anyone using the roads in Rampart. Seasoned travelers continue to use the Historical Trail to Rampart that begins in the village and ends at the Elliot Highway. This road connects Tanana, Manley and Minto to the nearest hub, Fairbanks, Alaska. It is in our 5 year community plan to complete the last 13.5 miles of the Historical Trail to make it passable year round so the community of Rampart can also be connected to much needed goods, supplies and services.

There have been times in the past where Airplanes haven't been able to fly into Rampart for weeks due to the weather. Phase II: Rampart Airport Road Improvement Project is would be a step toward making this community more accessible for local residents.



Budget

Please find the budget spreadsheet on the following page. This include all costs direct and indirect. Because this is a road project where just about anything can happen, a 5% contingency rate has been included in the budget estimate.

In-kind Match

Equipment	Daily Rate	Number of Days	Total
Excavator	\$575.00	16	\$9,200.00
Loader	\$575.00	16	\$9,200.00
Grader	\$950.00	14	\$11,400.00
Skidsteer	\$300.00	34	\$10,200.00
Total In-kind Match			\$40,000.00

Phase II: Rampart Airport Road Improvement Project will need the above listed equipment that is owned by the Rampart Village Council. The rental rates were established at a regular Village Council Meeting held on July 14, 2015. Rates were determined by adding \$50.00 to the rates of Airport Equipment Rental out of Fairbanks, Alaska (the nearest hub to Rampart). All attending the Village Council Meeting approved the rates.

\$40,000.00 equals 20% of the total project cost; this is our in-kind match for Phase II: Rampart Airport Road Improvement Project. This is one project that would improve safety on the streets of this distressed tribal community.



Item No.	Description	Pay Unit	Qty		In Kind Match	
15101	Operator	Hours	4	\$ 28,800.00		10hr/ 6 days, 6 weeks
15102	Operator OT	Hours	4	\$ 19,440.00		10hr/ 6 days, 6 weeks
15103	General Labor	Hours	2	\$ 9,600.00		10hr/ 6 days, 6 weeks
	General Labor OT	Hours	2	\$ 6,480.00		10hr/ 6 days, 6 weeks
15104	Traffic Control, Flagger	Hours	2	\$ 7,200.00		10hr/ 6 days, 6 weeks
15105	Traffic Control, Flagger OT	Hours	2	\$ 4,860.00		10hr/ 6 days, 6 weeks
	FICA			\$ 11,457.00		15%
	Workmens Comp			\$ 7,020.00		Excavation & Drivers Code- 6217
	Geotextile	SQ YD	4,013	\$ 9,400.00		
	Dust Palliative Application	SY		\$ 7,000.00		
	Freight & Shipping			\$ 4,457.00		
15106	Total direct			\$ 115,714	\$	
15107						
15108						
15109	Overhead					
15110	Preconstruction Activities			\$ 3,500		
15111	Field Supervision/ Engineer			\$ 30,666.00		Wages & Per Diem
15112	Mechanic On Call			\$ 22,620.00		Wages
15113	Fuel			\$ 10,000.00		
15114	Misc. Equip. and Tools			\$ 7,500.00	\$ 5,500.00	
	5 % Project Contingency			\$ 10,000.00		
15115				\$ 84,286.00	\$ 5,500.00	
	Equipment Rental (In kind match)	Daily Rate	Qty			
	Excavator	\$ 575.00	16	\$ 9,200.00		
	Loader	\$ 575.00	16	\$ 9,200.00		
	Grader	\$ 950.00	14	\$ 13,300.00		
	Skidsteer	\$ 300.00	13	\$ 3,900.00		
15116	Dump truck	\$ 575.00	12	\$ 6,900.00		
15117	Sub total Equipment			\$ 42,500.00		
15118						
15119	Sub-Total Project Cost			\$ 200,000.00	\$ 48,000.00	
MOD	Total Project Cost					\$ 248,000.00